

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,265 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.
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Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying-His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

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 Departures from **MACAO** to **CANTON** on Monday, Wednesday and Friday, at 9 P.M.
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JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
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CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Saui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.
On **SUNDAY** the 15th AUGUST.

S.S. "SUI-AN,"
will depart from the COMPANY'S WINGLOK STREET WHARF at 9 A.M.
Departure from Macao 3 P.M.
Fares: Excursion Rates, as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (FIRST FLOOR),
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Hotels.

HONGKONG HOTEL

<p>String Band play during lunch and dinner.</p>	<p>A. F. DAVIES,</p>	<p>Manager. (1st</p>
<p>Hongkong, 5th February, 1909</p>		

GR	KOWLOON HOTEL	42
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In honor of the 7th Anniversary of the Coronation of
H.M. KING EDWARD the VII.

A CORONATION DINNER
(FOLLOWED BY AN OPEN AIR CONCERT),
will be served on 9th August, at 8 p.m.

The famous 13th Rajputs Band will perform during the Evening.

Hongkong, 30th July, 1909.

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine and

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L. GAMEAU, **N. BLUMENTHAL,**
Proprietor. Manager.
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[illegible]

Mails.

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BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" Capt. F. v. Bixler	WEDNESDAY, 11th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW" Capt. F. Frisch	About WEDNESDAY, 11th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenner	FRIDAY, 13th August, Daylight.
KUDAT and SANDAKAN	"BORNIO" Capt. F. Sembill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
 TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIA	ERNEST SIMONS	Girard	16th Aug., P.M.
MARSHILLES, VIA PORTS	POLYNESIAN	Broc	17th Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	30th Aug., P.M.
MARSHILLES, VIA PORTS			31st Aug., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
 AGENT,
 QUEEN'S BUILDINGS.

Hongkong, 3rd August, 1909.

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FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.
 S.S. "CHARLES-HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry the French Mail and are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamsien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamsien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground, All kinds of Repairs, Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C.
 CALCUTTA, 59, Bechook Street
 SHANGHAI, 156, Nanking Road.
 Hongkong, 9th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plan and tools are of recent patterns for docking quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.

Apply to—
DAVID SASSOON & Co., Ltd.
 Hongkong, 6th August, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.
 No. 8, Queen's Road West.
 Hongkong, 9th March, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
 Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 1 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, at No. 168, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—
THE COMPTON DEPARTMENT,
 E. D. Sassoon & Co.,
 Queen's Road Central.
 Hongkong, 24th February, 1909.

TO LET.

GODOWN, No. 54, DUNDAS STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 1st June, 1909.

F. BLACKHEAD & Co.,
 SHIP-OHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
 AND GENERAL COMMISSION-AGENTS,
 GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
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COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR
LAUNCHES,
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Sole Agents for
FERGUSON'S SPECIAL CREAM
 and
P. & O. SPECIAL LIQUOR BOOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
 at
REASONABLE PRICES
 Hongkong, 9th March, 1909.

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"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

88-86, Des Vaux Road, Central,
 Hongkong.

A WARNING TO VEGETARIANS.

THE DANGERS OF "FLESHLESS" FOOD.

Vienna, July 6.

Some interesting and weighty observations on Vegetarianism have just been made by Dr. Karl Noorden, Professor of International Medicine in the University of Vienna, and one of the greatest authorities on diet in Europe. Against what he calls only "fleshless" vegetarianism, Professor Noorden raises no objection, but the strict vegetarianism, which excludes eggs, butter, milk, cheese, and the like, he considers to be fraught with great dangers.

The "fleshless" vegetarian diet provides a sufficient supply of albuminous substance—that is assuming that the average daily fare includes two to three pints of milk, five or six eggs, and two ounces of cheese. And apart from its cheapness, this form of nourishment may be recommended, especially where there is any tendency to goutiness. In a few cases the sudden abstinence from the generous meat diet, which has perhaps been followed for years, may produce bodily weakness, and in this event one must carefully consider whether the giving up of meat-eating really promises so many advantages as to outweigh the drawbacks.

But of the stricter vegetarianism which excludes all products from living animals Professor Noorden speaks much less favourably. Theoretically, he admits that the vegetable kingdom contains properties sufficient to form a satisfying and agreeable dietary. But in reality there is great danger that this will not be the case. Vegetables—in the dry substance contain not more than 10 per cent. of resorbent albumen. Therefore, to reach the very moderate amount of seventy grammes of albumen daily, some six or seven pounds of vegetables would have to be eaten. This lays an immense burden upon the stomach and intestines, which perfectly healthy persons may be able to stand, but quite frequently the organs give way and sickness follows. In other cases the volume of nutriment taken is insufficient, and the whole system suffers accordingly.

Dr. Noorden rejects the common supposition that this strict vegetarianism is an excellent cure for corpulency, because he says it is much too poor in albumen. In such cases the diet should contain more than the average quantity of albumen, rather than less. And if this is constantly kept in mind the patient making the cure may easily escape the sensations of weakness usually accompanying or following it.

HIGH TOWER ON WAR SHIP.

Of all weird devices in naval warfare, the tower seen the other day by New Yorkers on the battle-ship, Ohio in place of a forward mast was the most astonishing. Those who spied the steel structure abait or northeast of Staten Island, rising 110 feet above water, fancied that a part of Coney Island's amusement outfit had got afloat, or maybe Uncle Sam meant to enlarge his revenue by collecting pennies on an official sideshow during the summer manoeuvres off New England. That the structure was a permanent and useful if non-ornamental part of the battle-ship could hardly be believed by conservative observers. A marine artist said that the tower was a death blow to patriotism, for how could a nation be proud of gallant ships which looked like derricks afloat.

The Navy sharpshooters maintain that the tower is a mast, being a modification of the latter to give a better look in at the enemy and to insure greater safety for the fire control system. It is made of steel tubes one or two inches in diameter, interwoven and steel jacketed at the crossings with one-inch steel hoops at intervals on the outside and extra braciings of bronze stringers. There is a firm foundation on the deck. Such is the construction of the tower that if the upper half of it were torn away by shot and shell the rest would remain standing. Reached by steel ladders on the inside, the top platform, 11 by 15 feet, is outfitted with telephones, speaking tubes, compasses and range finders, and has room for fourteen men and the ordnance officer, whose particular post it is to be in time of battle. There is a searchlight on the platform, and three more searchlights are placed at various points below. A signal yard is under the platform. The Ohio is following the example of the Idaho and the Maine in trying out the tower. When the battle-ship rolls in rough weather it is said the occupants of the tower feel like a cat whirled by its tail around a boy's head.—New York Tribune.

Intimations.

WANTED.

A YOUNG LADY ASSISTANT (British) for the Music Department of a Store.

Apply by letter to—
MUSIC,
 C/o Hongkong Telegraph,
 Hongkong, 7th August, 1909.

YUEN HING,
 NO. 4, D'AGUILAR STREET,
FACTORY, SWATOW KIA LAK.
 MANUFACTURE WHOLESALE & RETAIL DEALERS
 in all kinds of hand-made
 DRAWN and EMBROIDERY CHINESE
 LINE GRASS CLOTH, PEWTER
 WARE, &c.,
 all of the best quality.
 Hongkong, 5th August, 1909.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
 (CAPITAL PAID UP £1,150,000)
 Loans on Mortgage of House Property, &c.
 Goods received on Storage.
 Advances made on Merchandise.
 Loans made on the Provident System.
 (Rates and Particulars on application).
THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
 Undertaken and Executed.
SHEWAN, TOMES & Co.,
 General Managers.
 Hongkong, 19th March, 1908.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
 A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sal Keng.
Cape Collinson.	Sha Tau Koh.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. Fico, Officer.

1909 (1909), 11371.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hing Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not entertain any responsibility for
any rejected MS., nor to return any Contribution.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 9, 1909.

SANITARY INSPECTORS IN
MANILA.

We hear a good deal one way or another of the woes of sanitary inspectors in Hongkong, but from the testimony of a correspondent to the Manila *Cubeler*, the sanitary officers in this Colony would appear to be in an infinitely better position than their confreres in the American dependency. There is this to be said about it, that we do not know whether the entire sanitary staff in Manila is composed of men of American birth—that is to say, officers who are neither Filipino nor Chinese, but true-born sons of "god's country," a term which we notice has lately been appropriated by Australia, but we will take it that the staff is similarly arranged to that in Hongkong. Nor are we exactly certain what the dollar sign signifies in Manila, whether gold or silver, but we will presume it to be the former. The correspondent who signs himself "quaro Deal" had apparently written on a previous occasion advocating an increase in salary for the sanitary inspectors of the city of Manila, and in furtherance of his proposal had made further investigations which surprised him. "I learned," he writes, "that an old employee of the Board of Health, who had served several years on the boards of health in the U.S. asked to be reinstated here and upon arrival in Manila (with his family) he was forced to take the position of sanitary inspector at a salary of \$60 per month because he was not prepared for any other class of work. I also learned

that he was the second American employed at the present time at the above named salary, while several temporary men, who were employed just after the last cholera epidemic are receiving \$75 per month, which salary they have drawn for nearly a year on account of their not having had an examination in the meantime. We should like to know how that American and his family manage to get along on \$60, even if it be gold, a month. It is safe to say they could scarcely manage it in Hongkong, unless the mistress of the house had the gift of making ten cash go as far as a dollar, or, in other words, of emulating the supreme money-saving characteristics of the average Chinese family. For cases could be cited in Hongkong, where a Chinese wife has maintained her European lord and master in comparative luxury on \$30 a month while he was looking for employment. But it is not to be expected that an American better half could achieve such results, although no one knows what can be done at a pinch until one tries. The writer proceeds: "Several native inspectors were also employed after the cholera epidemic at a salary of \$40 per month which was promptly reduced to \$30 upon the arrival of the Director from the U.S. and yet the police, firemen, etc. enter the service at a salary of \$50 and receive an increase each year until the fourth year." These are not extraordinarily munificent salaries as American salaries go; indeed, it is a waste of breath to describe them as salaries at all, for they are nothing more than wages except that they are paid monthly, a fact which distinguishes the recipients from day labourers. Another point in this letter to which we might call attention is the system of filling up appointments that have become vacant. The writer says: "An officer matter which seems unfair is the fact that the few positions which become vacant in the main office of the Board of Health and would constitute a promotion for sanitary inspectors are filled with men fresh from the States and men outside of the bureau who have no experience in sanitary work and if called upon in an emergency would be worthless outside of their offices." That is a grievance all over the Far East and will continue to be so until the end of the chapter. No matter how great an idiot life may be the covenanted man is always regarded as ten times better than the employee locally engaged. There is no rhyme or reason for that assumption, but there it is and with some people it is held as a sort of gospel. Commenting editorially on this correspondent's statements the *Cubeler* remarks that after reading the facts there set forth we are more than ever convinced that the Government is not doing as well as it might for the men who are its strong arm when the community is threatened by disease and its able scouts constantly on the lookout for the beginnings of an epidemic. No one knows better than those at the head of affairs how to do with the public health that sanitary inspectors should be experienced to be of public service. What few complaints there have been in the past against the agents of the bureau have been lodged against men who have had to be put on to meet some unusual emergency that arose suddenly, allowing no time to secure reliable men. In view of the fact it would seem that the aim of the bureau would be to retain its old and tried men. This cannot be done, of course, without holding out proper inducements. \$50 and \$75 for Americans and \$30 and \$40 for Filipinos are hardly inducements that would keep capable men in any service for very long, especially if they have no hope of more in sight. There are some very expensive men on the Government pay-roll, continues our contemporary, who are not so vitally important to the well-being of the people of the islands as are the sanitary inspectors. We could mention some of these by name, but most comparisons are invidious and it is sufficient to say that an important and worthy service deserves an adequate reward. Comment is needless, but it is not astonishing how similar are the conditions prevailing in different places in the Far East?

HORSEPLAY AND BATHING PARTIES

At the present time, when bathing parties are the popular form of spending the closing hours before sunset, a question which has been raised by a Northern contemporary is distinctly apropos. As everyone knows there is a tendency on the part of first-class swimmers to indulge in rough humour at the expense of those who can barely keep afloat, far less offer any resistance to the human porpoises. Not that there is any harm meant by this species of horseplay but it can easily be understood that the result might end in a lamentable accident which all parties would deplore. The inept swimmer rendered nervous or furious by the ignorant and senseless action of his superior is likely to lose his head entirely and come to grief. And it is curious that in few or no other sports is this practice of baiting the beginner so freely indulged in. It seems to be taken for granted that the individual who can do no more than paddle inshore is legitimate sport for the misguided humorist whose mental capacity has in many cases

run into his biceps. In any other game the learner usually receives all the consideration that is due to those who, to paraphrase the words of a distinguished politician in another connection, "are children in such matters." In swimming the opposite idea too often prevails. The *Shanghai Mercury* is extremely outspoken on this subject. The non-swimmer, it says, is absolutely helpless unless he can "bottom": the poor performer is little less so, while both are entirely at the mercy of one who, possessed of complete mastery of every branch of natation, is inclined to make the most of his advantage. He who does so is, of course, a cad of the most contemptible kind. For his horseplay the ideal reply is a "horse-whip," but in these days of law and order such a resort to first principles would hardly do, since the bully, if too severely treated, would call in the aid of authority, and his well-deserved whipping would meet with the disapproval of the bench. There is nothing left, therefore, but the action of committees, and this should be prompt and very decisive. Horseplay is a disease which spreads rapidly unless checked at the outset. From that extract it may be gathered that there has been some unpleasantness at one or other of the Shanghai baths, but the remarks of our contemporary are entirely to the point and well worth attention. As to the punishment which should be meted out to offenders against the first principles of fair-play and gentlemanly conduct, the *Mercury* holds that while the committees are in nine cases out of ten composed of pure sportsmen there is one weak spot in their constitution which is usually to be found in their failure to enforce rules with sufficient strictness. An offender against either the written or the unwritten rules of true sport should be warned once—very plainly and unmistakably: that done, any repetition of his offence should be punished once for all by the expulsion which would be meted out to a leper. But despite the trenchant criticism of our contemporary with regard to horseplay in the water it is recognised that there are minor forms of skylarking which conduce to the pleasure of swimming, particularly where the swimmers are equally expert. That being so it is submitted that in such cases all the committee need take note of is that the sportiveness of a section does not interfere with the enjoyment of the rest. "That being assured, the more tricks and antics indulged in the better, since they all lead to enjoyment, the be-all and end-all of a swimming bath in these dogdays. But really, everything depends on the gentlemanly instinct of each individual swimmer. That being sufficiently developed the rest follows of itself. What committees should do is ruthlessly to weed out those who are not possessed of this most desirable trait." It may be hoped that those who indulge in bathing expeditions in Hongkong will follow the advice sent from the North so that the enjoyment of none of the members of a party may be curtailed by the foolishness of those who fail to recognise the distinction between fun and horseplay.

LOCAL AND GENERAL.

THE Kiu-Kuangchengze Railway Convention has been signed.

RAILWAY traffic between Harbin and Kuangchengze, which had been interrupted by the floods, has been resumed.

FIVE hundred houses have been burnt in a conflagration at the city of Niagua. Arson is suspected by the authorities.

A MARINE Court to inquire into charges of alleged misconduct on the part of the master and mate of the S.S. *Sail On* is to be held at the Harbour Office at 10.30 a.m. to-morrow.

IN the Haikang district in Leichow, Kwang-tung, the yamen runners oppressed the people and lately set fire to their dwellings. Over 120 homessteads were burnt down and two lives were lost in the disaster.

A SOLDIER, of the R.G.A., was charged in the Police Court, this day, with stealing a bottle of whisky from a commodore shop in Arsenal Street, yesterday. The case was remanded to allow witnesses to be called.

TO-DAY being Coronation Day, the American, Portuguese and Chinese warships in harbour were dressed for the occasion. At noon, a salute was fired by the warships as likewise by the shore battery at Kowloon.

A CHINESE telegram says that a foreign merchant recently travelled in the Post department, Kwangai province, without passport, and the local authorities detained and handed him over to his Consul in Kweilin to be dealt with.

A CHARGE of stealing over \$500 worth of jewellery and clothing was preferred against a cook in the Police Court, this morning. It would appear that, on the 2nd instant, a trader residing in Pottinger Street left for Canton on business, and during his absence the cook, as it is alleged, absconded with the property and decamped. The case was remanded.

ACCORDING to the *Strait Times* "A marriage has been arranged between Dr. John Wellerley Simon, second son of the late M. F. Simon, M.D., C.M.G., and Constance S. L. Simon, formerly of Singapore, Straits Settlements, and Helen Mary, daughter of the late Herbert A. Smith, of The Mount, Chertsey, Surrey. The wedding is to be a grand affair."

MACAO'S DELIMITATION.

THE FOURTH CONFERENCE.

In spite of the agitation, which is being fostered in certain quarters to place all manner of obstacles and difficulties in the way of the Commission, the deliberations of the special Commissioners appointed to consider and, if possible, bring to a successful issue, the vexed question of the boundaries of Macao continue the even tenor of their way.

To-day Their Excellencies Sir Joachim Machado, K.C.M.G., and Kao Eih Chien, the respective representatives of Portugal and China, met for the fourth time in solemn conclave in pursuance of their difficult mission. As before, the conference was conducted strictly in private, and no indications are apparent at the moment as to when the conclusion of the labours of the Commission will be reached.

THE ICE CASE.

JUDGES TO EXAMINE PRODUCTS OF ICE CONCERNS.

Before the Full Court, comprising Sir Francis Piggott (Chief Justice) and Mr. Justice Gompertz, the hearing was continued to-day, of the action in which the Hongkong Milling Company, Limited, are claiming the sum of \$100,000 from Messrs. Arnold, Karberg & Co. The plaintiffs, who are in liquidation—Mr. Percy Smith being the liquidator—claimed this amount for damages for alleged breach of warranty under an agreement dated 23rd March, 1907.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, appeared for the plaintiffs. Mr. Duncan McNeill and Mr. C. J. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

Mr. McNeill said he was prepared to put in certain letters which their Lordships said should be produced, excepting one written after the date of the writ. They had since then received other letters some of which related to correspondence with Borsig. These letters he was prepared to produce at once, but as translations had only just been received he asked to be allowed time to read them. There was another matter he wished to mention in which both sides felt there ought to be a decision. That was in relation to certain correspondence held by the plaintiffs which passed with Mr. Rennie with regard to the ice plant. That correspondence plaintiffs were unwilling to produce on the ground that it was not material.

Mr. Slade replied that he had not said it was not material, but that it was inconvenient.

Mr. McNeill said it must be material to Mr. Rennie's knowledge as to the different ice plants which could be obtained. On those grounds they wished the decision of their Lordships on the point.

Mr. Slade said they were perfectly willing to produce the letter if it was considered material, but it seemed to him to be absolutely immaterial, because Mr. Rennie, long before this contract was entered into, was asking for tenders from various ice manufacturers other than the defendants. The question at issue, it seemed to him, was whether or not the defendants had fulfilled their contract. If they had, they were entitled to a verdict. If they had not, the plaintiffs were entitled to a verdict, and whatever the claims and pretensions of other manufacturers with regard to their ice plants might be, it seemed to him entirely immaterial.

The Chief Justice—I think that the letters should be put in.

The Puisne Judge—I don't at present see how the letters would be material, although I am not prepared to differ.

Mr. Slade agreed as to the production of the correspondence.

Mr. G. K. Haxton, called into the witness-box, said he was an engineer and manager of the Hongkong Ice Co., which manufactured ice entirely on the plate system. In ice so made there was no care, and the sizes of the pieces as they came from the machine were six feet long, six feet deep and nine inches wide. Each piece weighed 160 lbs. The pieces of ice were a car throughout, and if a plate was put up on edge with an object on the other side, that object could be seen through it. There were occasionally air holes found in one corner of the Company's blocks of ice, but about fifty per cent. of the blocks were nearly free. From a commercial point of view the transparency of ice was important. Witness had been engaged at the Ice Company's works about two years, and carried on the system of making ice he found in vogue when he started. Since he had been manager the same clearness had been maintained. Witness knew the terms of the contract between the Hongkong Milling Co. and Messrs. Jardine, Matheson & Co. with regard to the latter purchasing the surplus ice of the former company. On June 23rd witness took a block of the Hongkong Ice Company's ice to the Milling Co. for comparison with the latter company's ice. The ice which the Milling Company showed him did not come up to the warranty, as it was not so hard as the Ice Company's commodity and there were many air holes in blocks, a core was composed mostly of unspelled air, and was porous; it was also quite opaque. It was not possible to look through the Milling Company's ice in the same way as could be done with the ice of the Hongkong Company. Another defect in the Milling Company's ice was that it melted quicker, and this he attributed to the core and the air holes. After exposure to the air for a time the core melted and left a hole right through the ice. In witness's opinion the ice of the Milling Co. was not saleable at the same price as that of the Hongkong Ice Co., as it was of an inferior quality.

The case was adjourned until to-morrow, when it is proposed that the ice of both companies be examined by the judges at the Ice factory at East Point.

A TRIAL TRIP.

OF THE MOTOR-BOAT "TIEN-MA."

A very enjoyable time was spent on board the motor-boat *Tien-ma* on Saturday afternoon on the occasion of its trial trip. A goodly number of friends and Press representatives, including several people prominently connected with local ship-building, availed themselves of the hospitality of Mr. J. W. Kew, and the trip was successful in every respect. During the earlier part of the day, it was thought that the trip would come off in muggy weather, but later on, the dense banks of clouds cleared and the trial run was accomplished under extremely favourable weather conditions.

The *Tien-ma* left Queen's Statue Wharf shortly after five o'clock and took a straight course. During the trial run, Chung Hui Island was passed. On board, the company was a most genial one and sparkling drinks with light refreshments served to maintain a spirit of *bonhomie* among those present. A heavy swell was experienced on the return trip, but the *Tien-ma* behaved very well against an aggressive tide. Throughout the trip, a speed of a little over nine knots was maintained and the *Tien-ma* returned to her wharf well within the scheduled time.

On arrival at Queen's Statue Wharf glasses were charged and Mr. D. Macdonald proposed the toast of the "Owners of the *Tien-ma*." In proposing the toast, the speaker expressed appreciation of the pleasant trip on board the *Tien-ma* and wished future success to the boat. The owners (Messrs. Kew and Barker) were the pioneers of Upper West River trade. They had made travelling not only easy but also rapid and comfortable. He hoped that those who intended visiting Nanning would travel by the *Tien-ma*. The distance from Wuchow to Nanning was about 300 miles. Three years ago, to negotiate that distance was a matter of weeks. Now the same distance could be covered in six days.

The toast was heartily honoured.

Mr. Kew responded to the toast, and in doing so, described at great length the advantages attaching to the use of motor in river navigation. He expressed the great pleasure the presence of his auditors gave him and thanked them for their good wishes, which, he hoped, would be fully realised.

"Success to the *Tien-ma*!" was then proposed and heartily honoured.

Mr. Kew proposed "Success to the Hongkong and Whampoa Dock Company," in whose well-equipped yard the engines were installed, with which he coupled the names of Messrs. R. A. Nicholson and J. Tully.

The toast was enthusiastically received.

Further toasts were proposed, at the conclusion of which the merry gathering broke up.

Following is a brief description of the *Tien-ma*:—Length: 74 ft. Beam: 11 ft. 6 in. Draft: (fully loaded) 2 ft. 6 in. The cargo capacity is 425 piculs and the boat can carry a complement of 125 passengers. The vessel has a speed of nine knots. The power used in place of fuel is kerosene, and the vessel has a low tension magneto ignition, forced lubrication, patent governor, reversing gear, solid four-blade bronze propeller and is self-starting. The boat is fitted with a 100 B.H.P. six cylinders Gardner engine, each of the cylinders being of 8 in. diameter and 9 in. stroke. One feature of the boat is that the fuel consumption is only 7 per B.H.P. per hour, which is the acme of economy.

DISOBBYING HARBOUR
REGULATION.

MASTER OF S.S. "PERSIA" FINED.

IN the Marine Court, this morning, before Lieut. C. W. Peckwith, R.N., Acting Harbour Master, Mr. A. E. Davey, Chief Boarding Officer of the Harbour Department, proceeded against Captain W. R. Jeffcott, master of the s.s. *Persia*, for failing to enter his ship at the Harbour Master's office on the 4th inst. in not depositing the ship's articles, register and clearance from the last port, within 24 hours of her arrival at Hongkong.

The Chief Boarding Officer stated that the *Persia* arrived on the 4th inst. about 8 p.m. and entered on the morning of the 5th inst. It was reported to him by the Entrances and Clearance clerk that she failed to comply with the regulation.

The master of the *Persia* stated that he had been at Whampoa for some time on board the *Persia*, at which place he had been laid up. He deposited on his arrival the ship's articles, register and clearance at the British Consulate at Canton. He knew it was necessary to have these papers again before entering Hongkong, but Mr. Lossius, who had been sent up by the Pacific Mail Company to assist him by his local experience, assured him that they were certain to send down to Hongkong by mail the ship's papers and that he had known many such cases. Acting on this advice, he proceeded on his voyage. Nothing was further from his intention than to treat with contempt the Consular Authority, although he felt that it looked very much as if such had been the case, and he hoped the Court would accept his explanation.

The finding exonerated the master of the *Persia* from personal blame and imposed a nominal fine of \$15. Defendant was advised in the future to be more careful in taking advice on such matters.

A NEW ARRIVAL from Canton was ordered to pay a heavy penalty in the Police Court, this morning, for passing counterfeit coins. Defendant paid a woman a five-dollar bill for a dollar which he had intended to deposit with her for certain work. He was handed four dollars in coins, which he refused to accept. He volunteered to go out and have the bill changed, which he did, and gave the woman five twenty-cent pieces, which proved to be bad. The magistrate (Mr. F. A. Hazland) ordered him to pay a fine of \$200, or go to gaol with hard labour for three months, and to do six hours in the stock.

HONGKONG UNIVERSITY
SCHEME.

JARDINE, MATHESON & CO.'S CONTRIBUTION.

We are authoritatively advised by Sir Paul Chater that Messrs. Jardine, Matheson & Co., Ltd., have contributed \$25,000 towards the Hongkong University Endowment Fund.

THE NAVY.

PIERCED CRITICISM BY IMPERIAL MARITIME LEAGUERS.

Some two or three years ago there was a split among the members of the Navy League, over the question whether our Fleet was sufficient to repel invaders and strong enough to adopt aggressive measures. The leading lights who shone in the campaign against the policy of the League were Mr. Harold Fraser Wyatt and Mr. L. G. H. Holt-ton-Smith, and as a result of their efforts a new Imperial Maritime League was formed. In the interval between the secession of these gentlemen from the Navy League and the inauguration of the Imperial Maritime League the columns of the *Daily Express*, *Morning Post* and the *Standard* were bombarded with letters, while obviously inspired articles on naval questions also appeared from time to time. The letters and articles have been collected in a volume extending to nearly 700 pages, including an elaborate index, and they are a formidable indictment of the Liberal Party, Sir John Fisher and all those who do not believe that the Fleet is going to wrack and ruin. In fact this work "The Passing of the Great Fleet" is the very thing to inspire the sound Unionist and the supporter of an immense British Navy designed on an imperial scale. It is a mass of quotations from beginning to end, mainly tending to the aggrandisement of the authors, whose names appear on almost every page. It must be admitted that the advocacy of a "Great Fleet" is skillfully presented. The authors neither misquote their words nor screen their thoughts. Both are born fighters and worthy antagonists in any fray where the supremacy of the British Navy is the question at issue. Facts and figures ooze out at every pore, and when the battle is in full progress they neither ask nor offer quarter. Indeed they are so enthusiastic that one is apt to admire them even if he cannot stomach their arguments or see eye to eye with them when the Government and the First Sea Lord come in for their periodical trouncing and flagellation. The introduction is headed "Under the Shadow of the German Sword," and if we were to believe all that was said in this volume we might expect to hear that the German host had descended on the British Isles yesterday and were about to surround Hongkong to-morrow. What are the objects of the Imperial Maritime League? According to the introduction it is:—

"To face issues fairly; to present definite ideas, held with a living faith; to call the spaw of 'Little England,' whether Radicals or Socialists, or a nauseous mixture of the two, by their proper names, and to hold them up to public execration and contempt;—these were some of the aims of the League, and to those aims it has adhered. And, perhaps, because of this adherence, it has continually increased and has gained the invaluable services of a band of eager and enthusiastic volunteers, who grudge neither time nor labour in its cause. The League stands for truth—not hidden, but spoken—and it stands for faith in the God-given mission of our nation and our race. And because the League's work was vital, therefore it has grown, and therefore, in face of all abuse, it has set its mark already on current thought."

Sir John Fisher is described as a "despot" and an "autocrat," a "dictator" and what not. "The Passing of the Great Fleet" or "A record of the betrayal of the Navy by the so-called Liberal Party" is described as a work of reference. It may be so. It is certainly well and carefully got up and it was printed at the cost of the authors. It is worth reading as a lesson in dialectics.

"The Passing of the Great Fleet" by Harold Fraser Wyatt and L. Graham H. Holt-ton-Smith, London: Sampson Low, Marston and Co., Ltd. Price 8s. 6d.

IN reference to the claim, which was heard at the Summary Jurisdiction Court the other day, for house-rent and in which it was stated that the plaintiff had paid ten \$10 Chinese notes into Court as part payment of the debt, we are informed that no money was paid into Court and the shroff of the Supreme Court is not allowed to receive Chinese notes.

IN the Police Court, to-day, four natives were charged with committing burglary at 2, Tak Sing Lane. At an early hour this morning the defendant forced an entrance into the house and departed with about \$300 worth of clothing, the property of a tailor. The police were on the scent some time later, and the quartette were arrested in a pawnshop trying to get rid of the spoils. They were sentenced to six weeks' hard labour and six hours' stocks each.

A LIFT "boy" working in Alexandra Buildings was charged to-day at the Magistracy with hindering another lift "boy" from doing his duty. It was alleged that the defendant had damaged the lift and as the complainant had taken his place, he attempted to stop him from doing his work. The case was remanded, bail being allowed in the sum of \$100. Mr. P. H. Hodgson, of Messrs. Ewins and Harston, appeared for the complainant. Mr. Otto Kong Sing defended.

FOR the benefit of those who are preparing for the arrival of typhoons in Hongkong, it may be stated that a local shipmaster who is a sort of Far East "Old Moore" has discovered that the next typhoon to strike the Colony will be experienced on 24th August, at about 4 p.m. How he worked out this prediction we have no means of knowing but it is probable that if his prophecy proves correct he will take up the question of the date of the battle of Armageddon and the coming of the millennium.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO AND CHINA.

AN IMPROBABLE REPORT.

[By courtesy of the "Sheung Po"]

Peking, 8th August.

The Portuguese Minister in Peking, at an interview with the Ministers of the Waiwupu, put forward the claim that, in future, all Chinese residing in Macao will be considered as Portuguese subjects and, accordingly, become amenable to Portuguese law, and over whom Chinese officials can exercise no control.

The Waiwupu has telegraphed to H.E. Kao Erh Ch'ien, the Special Delimitation Commissioner, to strongly oppose the claim.

ANTUNG-MUKDEN RAILWAY.

A CHINESE PROTEST.

[By courtesy of the "Sheung Po"]

Peking, 8th August.

The Japanese, without the sanction of the Chinese Government, have proceeded with the construction of the Antung-Mukden Railway.

The Waiwupu has vigorously protested against the Japanese action.

ALLEGED REFORMERS.

CHINESE MINISTER'S NERVOUSNESS.

[By courtesy of the "Sheung Po"]

Peking, 8th August.

The Chinese Minister in Peking has telegraphed to H.E. Na Tung, the Acting Viceroy of Chihli, to the effect that a number of reformers have returned to China from Europe and will be dispersed throughout Shanghai, Tientsin, Shantung, Hupeh and elsewhere with the object of disturbing the peace of the Empire.

Na Tung has instructed the officials in those provinces to keep a sharp look-out for the alleged revolutionaries.

VICEROY CHANG JEN-CHUN.

ARRIVAL AT SHANGHAI.

Shortly after noon yesterday the C. M. S. N. Co.'s s.s. *Haiming*, Captain Blithyn, steamed up the harbour gaily bedecked with flags and having on board the Viceroy-designate of Liang Kiang, H.E. Chang Jen-chun. The ship was closely followed by a tender on which the Shanghai Taotai Wong of the Shanghai Consulate, the Shanghai City Magistrate, the Mixed Court Magistrate and Director Chang of the Merchants S. S. Co., had gone to Woosung early in the morning and from which they had boarded the *Haiming*. A very large crowd assembled at the Kio Lee Yuen Wharf where a handsome awning had been erected and where an escort of cavalry and a brass-band were in attendance. As the ship passed the *Clio* and the French man-of-war it was greeted by the playing of several lively airs followed by the Chinese national anthem and the national anthems of Great Britain and France. The ship came alongside promptly and there was at first great rush of waiting officials to go aboard but the Viceroy sent word that he would receive all guests at the Bureau of Foreign Affairs, seeing only the three or four foreigners who were on the wharf to receive him. He quickly landed and was taken away in a carriage preceded by a Chinese Cavalry escort and several mounted French Police as far as the Yang-king-pang bridge, from which point Municipal Sikh troops under Sergeant Spottiswoode and MacSwiney, led the long procession to the Bureau of Foreign Affairs on Bubbling Well Road.

Viceroy Chang is an elderly man of more than sixty years of age, but is so well-preserved that he looks scarcely more than fifty. He expects to remain in Shanghai two or three days, and proceed to Nanking by rail. His wife and family remain on the *Haiming* which proceeds to Nanking to-morrow. A very large number Chinese officials and merchants called on the Viceroy yesterday afternoon and the street in front of the Bureau of Foreign Affairs was crowded with carriages.

RETURN of visitors to the City Hall Library and Museum for the week ending the 8th August, 1909—

Library. Museum.

Non-Chinese..... 302 195

Chinese..... 237 199

Total..... 539 394

WATER POLOIST'S ADVENTURE.

IN A SQUALL AT ABERDEEN.

A party of disciples of Isaac Walton—with whom was a crack Hongkong water poloist—had a somewhat disagreeable experience yesterday. Enthusiastic fishermen that they are, all were bent on having a good evening's sport, and despite the threatening condition of the weather ventured on an excursion to Aberdeen. The Western Market was exploited for a good supply of bait, but being Sunday the run on the crab-draggers' stock was early exhausted and when a younger member of the party asked for a number of crabs, he was offered four only, two of which just managing to survive the journey back to the heights of a well-known crescent.

The supplications of mothers, wives and sweethearts could not detain the young "sports" in spite of the dark, lowering sky which obscured the western horizon about 6 p.m. Nothing daunted, the eight Waltonians started out on one of Wing Shun's speediest to Aberdeen, where the party reached about 7 p.m. The scantiest ration answered for an evening's repast, while a bottle of light, refreshing "Sapporo" and another of Schlitz carried in—pints helped to raise the buoyancy of anticipations for a big evening's haul. Upon arrival the party was divided into couples; one member whose name literally rendered would approximate something to "rock" chose to ally out with a Unionist and secure their safe perch on the sea-wall. The man with the glasses and the pinto joined partnership with another; while the youngest of the group—who, by the way, is the water polo crack of a well known local institution—preferred to maintain the equation of age and partnered with a little chicken of over seventy. "The young blood was the most venturesome of the lot and relying on his biceps and his nautical abilities promptly boarded a slipper boat with his partner and towed out to the bay, well assured of a better fishing "ground" than their companions could hope to obtain.

All went well with the merry party until after ten o'clock. The heavy laden clouds threatened a drenching rain; but so absorbed were the anglers in their occupation that they heeded not the atmospheric warning and continued to fish where they were. Soon torrential rains poured accompanied by thunder, and lightning, and a strong wind which lashed the water of the placid bay into fury. The Unionist, believing discretion the better part of valour, beat a hasty retreat into a cosy sentry-box into which the rock also rolled. But the cries of "Save life, save life" in Chinese from the diminutive boat came from afar and struck terror into the hearts of the brave Waltonians. The young Chinese damsel, who rowed and steered the slipper boat with the champion swimmer aboard, were struck with blue terror at the fury of the squall and screamed for life in their fright. They abandoned the oars with the consequence that the boat drifted out to sea. Taking in at once the peril of the situation, the water-polo man with considerable presence of mind got hold of the frail oars and began the battle of his life with the tempestuous sea. His power of endurance, like his presence of mind, held out until the wind died down and "the storm was past." Danger over the water nymphs once again plied the oars and our hero was safely rowed to the launch. Meanwhile the "feathered companion" was shivering with cold in a white duck suit. Inspector Dymond's hospitality at the police station was appealed to and as promptly and generously responded with a dry suit of clothes and a whisky "peg." The offer of a free night's lodging in the hoary Walton was declined with thanks. The launch steamed back shortly after midnight regaining Blake Pier at 1 a.m. to-day. The catch was nil. The adventure was exciting. The luncheon hour in many an office was prolonged five minutes beyond the usual regulation time to-day in recounting the Walton's experiences last night with the inevitable adornment of the tale.

BORNEO JUNGLE TRAGEDY.

DETAILS OF MR. KERSHAW'S TERRIBLE DEATH.

Writing from Jesselton, on July 26, a *Strait Times* correspondent, referring to the fatal fire on Membakut estate, says:—

Membakut estate is on the railway line, and is a new one being opened up by the Government. It is situated a few miles up the railway line. On July 13, a large acreage was going to be burned by Mr. Hardwick, the manager. Mr. Kershaw was a guest of his and at 10.30 a.m., they started burning in different parts. Mr. Kershaw was taking one portion. Mr. Hardwick was taking another and Mr. P. S. Skipper, an assistant, was in charge of another. The jungle quickly became alight and, unfortunately, Mr. Kershaw was caught by the fire. I do not know clearly how he was caught, but news quickly came that he was burnt to death. Capt. A. T. Wardrop went by a special train at 5 p.m. for Membakut and returned at 1.30 a.m., bringing the body back and also Mr. P. S. Skipper, who had received a very great shock, having been cut off from communications by fire, and was not rescued until about 8 p.m.

The funeral of Mr. Kershaw took place at Jesselton, the next day, at 11 a.m., and was attended by all the Europeans. Some beautiful wreaths were laid on the coffin from his many friends in Jesselton and Labat Datu Estate. The deceased was an Australian, and had been for some years an assistant on the Labat Datu estate. He was very popular. He had been granted leave and had just returned from Australia and intended to spend the unexpired portion of the vacation with Mr. Hardwick, who was his bosom friend. He was staying with Mr. Hardwick at the time and they were both very keen on seeing a good burn of the jungle and making a success of the work.

It is very sad that the young life should be so taken away. Mr. Kershaw will be missed by many, and especially so by his friend Mr. Hardwick.

CANTON DAY BY DAY.

FOSTERING EDUCATION.

[From Our Own Correspondent.]

Canton, 7th August.

Acting under joint telegraphic instructions from the Waiwupu and the Board of Education at Peking, the Canton Provincial Educational Commissioner to-day issued a proclamation calling for the names of candidates to be entered on the 7th, 8th and 9th instant to be sent to Peking for examination with a view to being selected and sent to America for a course of studies at the expense of the Imperial Government, the indemnity money recently remitted by the United States to be used for the purpose. The examination is fixed to be held on the 20th day of the 7th moon (the 4th September).

OPIUM DIVANS CLOSED.

Lately, six opium divans were discovered remaining open in Shik Wan, in the district of Nantohi, and were at once sealed by the local officials. The keepers of these illegal establishments were each ordered to be exhibited in the stocks for five days.

KIDNAPED LAD RECOVERED.

About a month ago, a robbery was committed in the Wah Chung village, in Nantohi, where one of the houses was ransacked and a boy kidnapped by the robbers. At first the robbers demanded a sum of \$100.00 for the release of the boy, and threatened that if the money was not forthcoming, the boy would be beheaded to death. After considerable haggling the boy was at last ransomed for a sum of \$1,000 a week ago.

CHINA'S FETTER.

The Canton officials have again received a telegram from the Kwangsi authorities advising that the Tso Kong River has swollen to over ten feet above the normal level and is rapidly rising. The message urged that the people in the districts along the West River should be warned to take precautionary steps with a view to avoiding disastrous results.

EXTENSION OF SUNNING RAILWAY.

The Sunning Railway Company has been granted by the Ministry of Posts and Communications at Peking permission to extend the line from Kung Yick Faw to Kong-moon. The Company has sent engineers to survey the contemplated route, and work is expected to be commenced shortly upon the construction of the new line, which, when completed, will pass the city of Sun Wui.

HORSES FOR TROOPS.

The Canton authorities have deputed four weiyuans to Kalgan for the purchase of 1,520 horses for the use of the newly-organised troops.

JOHORE PIRATES.

DEATH SENTENCE REVOKED BY BENCH OF JUDGES.

The three Chioamen who had been found guilty of piracy off Johore in April last, and sentenced to death at the Assizes by the Chief Justice, Sir W. Hyndman-Jones, have at last been disposed of. The death sentence has been cancelled, and penal servitude for life has been substituted therefor. When the death sentence was originally passed, the Chief Justice, at the request of Mr. Knowles, counsel for the accused, agreed to refer a point as to the jurisdiction of the court and the validity of the punishment for piracy, to be discussed before a full bench of judges. As the accused were lying under sentence of death, the matter was expedited and Mr. Justice Thornton came down from Penang last week to complete a full bench with the Chief Justice and Mr. Justice Sercombe Smith. Their Lordships sat on Friday and Saturday and listened to lengthy arguments by Mr. Knowles for the three condemned men (who were present in the dock) and by Mr. Hastings Rhodes, deputy public prosecutor, and Mr. van Someren who represented the Crown.

After consultation on the bench, their Lordships gave their decision, through the Chief Justice, shortly after noon on Saturday. His Lordship said that the bench was unanimously of opinion that the death sentence did not hold good.

Then, said Mr. Knowles, I ask your Lordship to quash the conviction because the charge on which the men were tried at the Assizes did not state the section of the law under which the offence is punishable.

Their Lordships again consulted one with the other, and the Chief Justice then stated—Mr. Knowles has moved to quash the conviction by the jury in this case, but we are all of opinion that this motion must be refused. Briefly, we have come to the conclusion that the sentence of death passed upon the three accused by myself—by reason of finding myself bound by a decision of the Court of Appeal in Penang, in 1885—cannot stand. We are now sitting as a full court and, as expressed in the terms of the present Courts Ordinance as an appellate court having appellate jurisdiction. We now feel that the sentence of death cannot be maintained. For this reason, shortly, that we are a court of co-ordinate jurisdiction with the Appeal Court in Penang and therefore we are not bound—although I was bound—by the decision of the Appeal Court, and so have a free hand. For reasons which we propose to state—the case is a very important one and there is the ruling of the Appeal Court to be borne in mind—and to put into writing and have filed on the court record for future reference and guidance, we have come to the conclusion that the death sentence cannot be maintained, but we are clearly of opinion that the correct sentence is penal servitude for life, and we therefore propose to alter the sentence passed, and to pass sentence of penal servitude for life on the three accused. The reasons for this will be given in a written judgment to be filed in the court.

The three men were then formally sentenced to penal servitude for life. One of them said:—"I prefer death and finish it," and the others gave expression to a similar sentiment.—*Strait Times*.

CHINESE MINISTER TO BELGIUM.

ENTERTAINED AT THE CHINESE CLUB.

This afternoon H.E. Young-shu, Chinese Minister-designate to Belgium, who is in Hongkong en route for Europe to take up his appointment, was entertained to tea at the Chinese Club. Mr. Lau Chu Pak, the Chairman of the Club, took the chair. The club premises was as usual tastefully decorated with flowers and coloured bunting, and the national flags of China and England. The gathering was thoroughly representative of the Chinese commercial interests in Hongkong. The function was a purely social one and, accordingly, divested of formalities.

SHARKS' FINS.

REPORTED THEFT FROM WANCHAI.

About a week ago Messrs. Talati and Company's godown, at Wanchai, was entered by thieves, and very nearly \$2,000 worth of sharks' fins and fish maw were stolen. The theft was known next day and the police notified, which resulted in the arrest of four persons—two men and two women—yesterday, in whose possession, so it was alleged, was found part of the stolen goods. The quartette were charged before Mr. F. A. Hazeland, in the Police Court, this morning, with receiving stolen property, and the case was adjourned. Mr. W. L. Shenton appeared for the plaintiff. Mr. P. Sydenham Dixon was for the third defendant, while Mr. E. Davidson, of Mr. Hastings and Hastings, represented the fourth defendant.

THE SHANGHAI TAOTAI.

HIS RECENT IMPACHMENT.

The following is a translation of Viceroy Tuan Fang's report on the late Governor of Kiangsu's impeachment of the Shanghai Taotai:—

I received a despatch from the Grand Council stating that it had been decreed on the 25th of the Intercalary second moon (April 15) that I be ordered to investigate and report upon Chen Chi-tai's impeachment of the Shanghai Taotai, Tsai Nai-huang, for regarding lightly the public funds and scorning the laws and rules of the realm, without fear or favour, and that a copy of the original memorial be handed to me. Upon receiving Your Majesty's command I at once instructed the Treasurer of Nanking, Fan Tseng-hsiang, to investigate thoroughly the matter. Fan Tseng-hsiang has handed me his report which I have carefully considered in the light of my own knowledge of the case. As a matter of fact the late Governor Chen Chi-tai and the Shanghai Taotai Tsai Nai-huang were old friends. Ever since Tsai Nai-huang assumed the Taotai'ship of Shanghai they both had attended to their respective duties and there had not been the least difference between them. The recent impeachment was caused by the bankruptcy of the Yuan Yuan Bank. The said bank stopped payment to the 10th moon of last year and owed the officials and Chinese and foreign merchants a very large sum of money; including Tsai's 62,000 odd due to the Chung and Shanghai Likin Bureau and the 'Hwo Chuen-chu'; Tsai's 8,000 odd and 18,000 odd strings of each (one string equal to 1,000 cash). As there was no means of recovering the said sums and money was urgently needed to pay the province's contribution to the Indemnity Fund the late Governor ordered that both the proprietor of the Yuan Yuan Bank and its manager, Chao Chung-pin, be arrested and made to repay the said sums. Tsai Nai-huang, however, replied that both the treasury of the Shanghai Taotai and the Ta Ching had, with Imperial sanction, lent that Bank large sums of money and had therefore sustained heavy losses and that the bank's debts be paid in their due order after the trial of the case. He further asked that as the bank's accounts were in a most confused state which could not be put in order unless Chao Chung-pin was allowed out, the petition of the Chamber of Commerce that only the proprietor of the bank Shen Hsiang-tse be imprisoned and Chao Chung-pin be let out on bail be granted. That was what the late Governor called regarding lightly the public funds. Then the late Governor ordered that the proprietor and the manager be sent to Soochow for trial. But just at that time the German Consul wrote to the Taotai requesting that the case in which the German firm, Klose and Company, sued Shen Hsiang-tse for the price of goods be tried in Shanghai. The Shanghai Taotai therefore asked that that case be first settled before sending the two men to Soochow. That was what the late Governor called 'scorning the laws and rules of the realm.' The late Governor used strong language than the circumstances warranted and Tsai Nai-huang did not in the least yield to him. Hence the impeachment. As a matter of fact that Chao Chung-pin was allowed out on bail was at the request of the Chamber of Commerce in order that he might settle the affairs of the bank and that the German case was tried in Shanghai was in accordance with the treaties. Under the circumstances the allegation in the memorial that Tsai Nai-huang was a traitor was out of place. As to the money due to Chuegchow and Shanghai Likin Bureau and the 'Hwo Chuen-chu' the Shanghai Taotai has already instructed the City Magistrate to press the bank for payment and ordered the officials of the said bureau to make good the deficiency if any. In his various replies to the late Governor Tsai Nai-huang certainly used too strong language which was irregular but it was from a conscientious sense of duty. Having regard to the above circumstances it was my duty to pray that the memorial be shelved. I beg to present to Your Majesty this true report on the Taotai's impeachment.

An Imperial Rescript has been issued stating that H.E. Tuan Fang's report has been noted.—*Shanghai Times*.

Today's Advertisement.

AMERICAN AND MANCHURIAN LINE. NOTICE TO CONSIGNEES. FROM NEW YORK AND SINGAPORE.

THE Steamship

"KARONGA."

Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here; after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading can be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th August, 1909. [582]

FORMER HONGKONG RESIDENT.

ARRESTED AT SEATTLE.

A Seattle despatch, of the 2nd ult., printed in the *San Francisco Chronicle*, says:—United States immigration officers to-day arrested and took to the detention station Mrs. Vera de Noie, who arrived recently from Hongkong, charging that she is not entitled to enter the United States.

Mrs. de Noie arrived in San Francisco from China in April, bringing beautiful furniture said to be valued at \$30,000, which she sought to enter as household goods.

In her controversy with the customs officials she claimed acquaintance with a number of United States senators and a former governor of an eastern state, whom, she said, she had entertained at her home in Hongkong.

The goods were admitted on payment of a small duty, and Mrs. de Noie took up her residence in a fashionable part of Seattle, where she was soon arrested for selling liquor without a license.

Yesterday the government ordered her furniture re-appraised, and to-day she was arrested and held for examination and possible deportation.

MORE OPIUM.

A FINE OF £100.

David Annan was proceeded against at the Waiver Summons Court this morning on the information that he had imported three tins of opium on Monday, reports the *Sydney Evening News* of 9th ult.

It was stated that the defendant, a coal jumper, when asked by a Customs official, upon leaving the *Allocham*, what he had in his pockets, ran on board the vessel. He threw one tin of opium overboard, and two others were taken from him.

The defence was that Annan had found the opium in a bunker.

The magistrate (Mr. Macfarlane) imposed a fine of £100, defendant to be released upon sureties being found to the extent of £100 for the payment of the amount before October 9.

A tin of opium wrapped in a piece of old woollen material was found in the waterspout of a wharf shed on the western side of Circular Quay, Sydney, this afternoon. A painter made the discovery, and the Customs officer on the wharf took possession. It is supposed that the tin was thrown from a steamer and was intended to fall into the street on the other side, but the shot lacked force, and another tin was thus added to the supply already in the King's warehouse.

Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian

RABBITS

75 cents each

HARES

\$1 50 each.

Hongkong, 17th July, 1909.

[580]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

"VICTORIA DISPENSARY."

"WATKINS, LTD."

"FRENCH STORE."

"KOWLOON DISPENSARY"

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

HONGKONG ICE COMPANY, LIMITED.

It is hereby notified that on and after the 19th current the selling price of ICE will be increased to ONE CENT per pound. JARDINE, MATHESON & Co., LTD., General Managers, HONGKONG ICE Co., LTD. Hongkong, 12th July, 1909. [533]

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE,

FOR USE IN

REFRESHING

TROPICAL

AND

COUNTRIES.

WHOLESALE.

Solo Agents:

H. PRICE & CO., LD.,

WINE, SPIRIT AND CIGAR MERCHANTS,

12, Queen's Road Central.

Hongkong, 7th August, 1909.

[179]



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/- Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "O" class "Saloon Passengers" (termed Intermediate) the accommodation and comfort being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port 64.3/- Via New York 64.5/- For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—U. W. GRADY, General Traffic Agent, Corner Jeddah Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HANGSANG"	TUESDAY, 10th Aug, Noon.
Kobe & MOJI	"HINSANG"	THURSDAY, 12th Aug, 3 P.M.
SHANGHAI	"KIVONGSANG"	FRIDAY, 13th Aug, Noon.
MOJI	"CHUNGSANG"	FRIDAY, 13th Aug, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 13th Aug, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 20th Aug, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOONGSANG"	TUESDAY, 24th Aug, Noon.
MOJI		
SINGAPORE, PENANG & CALOUTTA, KUTSANG		TUESDAY, 31st Aug, 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days). The steamers "Kutsang," "Namsang" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kudu, Labad, Datu, Simporia, Tawao, Usukan, Jessellon and Labuan. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61, Hongkong, 9th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

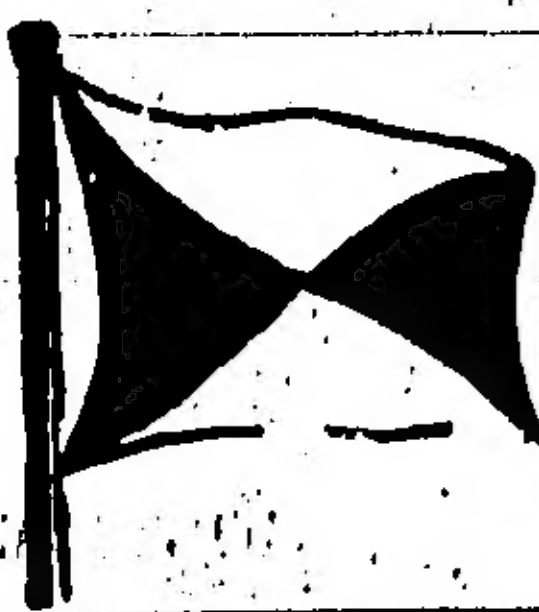
FOR	STEAMERS	TO SAIL
OEBU & ILOILO	"SUNGKIANG"	10th Aug, 4 P.M.
AMOY, SHANGHAI & CHINKIANG	"HANGCHOW"	10th " " "
HOIHOW & HAIPHONG	"SINGAN"	11th " " 9 A.M.
MANILA	"TAMING"	11th " " 3 P.M.
CHEFOO & NEWCHWANG	"NANCHANG"	11th " " 4 P.M.
WEIHAWEI & TIENSIN	"KUEIHOW"	12th " " "
SAMARANG & SOURABAYA	"SHANTUNG"	12th " " "
SHANGHAI	"ANHUI"	12th " " "
SHANGHAI	"LINAN"	15th " " Daylight.
MANILA	"TEAN"	19th " " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	19th " " 4 P.M.
AUSTRALIAN PORTS		
SHANGHAI	"CHINHUA"	19th " " "
SHANGHAI	"CHENAN"	22nd " " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinsui), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 16, Hongkong, 9th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
SAFRO	2540	R. Rodger	MANILA	SATURDAY, 14th Aug, 10 Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 21st Aug, 10 Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers. Telephone No. 16, Hongkong, 9th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 " "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th July, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU"	SUNDAY, 15th August, at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOCHOW.	"BUJUN MARU"	THURSDAY, 12th August, at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September. Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO-SHUN MARU" and "BUJUN MARU"—First class Cabin STEAMERS.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th August, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug, at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA.	TAMBA MARU, Capt. O. H. Butler, Tons 6500	WEDNESDAY, 1st Sept, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Sept, at 4 P.M.
KOBE AND YOKOHAMA	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept, at 4 P.M.
KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept, at Noon.
KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Oct, at Noon.
KOBE AND YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	FRIDAY, 20th Aug, at 5 P.M.
KOBE AND YOKOHAMA	MIYASAKI MARU, Capt. T. Mura, Tons 9000	FRIDAY, 27th Aug, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept, at Noon.
SHANGHAI and KOBE	YEBOSHI MARU, Capt. B. Kon, Tons 4500	THURSDAY, 12th August.

Cargo only. Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUZ and PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru	(Capt. A. E. Moss)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. T. MURAI)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	Kobe RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd " "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager. (418-459)

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Babilio, will be despatched as above on WEDNESDAY, the 11th inst., at Noon.

For further Particulars—regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 6th August, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 23rd July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER VIA TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
---------	------	---------	--------------

America 4,353 J. Boyd 26th Aug. 1909

Europe 6,232 S. Shotton 23rd Sept.

Oceanic 4,657 F. W. Davies 21st Oct.

Kumuri 6,232 J. Mathie 18th Nov.

* These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

S.S. "Kumuri" calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 31st July, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.

"KWONG SAI" Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA,"

Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Caledonia," due in London on 3rd October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. BRWETT, Superintendant.

Hongkong, 7th August, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"

Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 1 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fares for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th August, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE,"

expected to arrive on or about the 19th August.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI,"

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 21st July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	18 13/16
Do. demand	18 1/2
Do. 4 months' sight	19
France-Bank T.T.	2 1/2
Germany-Bank T.T.	4 1/2
India T.T.	1 7/8
Do. demand	1 3/4
Shanghai-Bank T.T.	7 1/2
Singapore-Bank T.T. per H.K. \$100	7 1/2
Japan-Bank T.T.	8 1/2
Java-Bank T.T.	10 1/2
Buying.	
4 months' sight L/C	19 1/2
6 months' sight L/C	20 1/2
30 days' sight San Francisco & New York	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melbourne	10 1/2
4 months' sight France	2 1/2
6 months' sight do.	2 1/2
4 months' sight Germany	4 1/2
Bar Silver	23 1/2
Bank of England rate	24 1/2
Sovereign	11 1/2

SHIPPING AND MAILS.

MAILS DUE	
German (Bulwer) 10th inst.	
Indian (Lightning) 14th inst.	
Indian (Gregory) 15th inst.	
Indian (Fookang) 19th inst.	
German (Prins Waldemar) 20th inst.	

The Bank Line s.s. *Oleone* arrived at Tacoma on 7th inst.

The T. K. K. s.s. *Nipponmaru* arrived at San Francisco on 6th inst.

The Apcar Co.'s s.s. *Lightning* from Calcutta left Singapore yesterday, and may be expected here on 14th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* sails to-day, from Yokohama, and is due to arrive at Hongkong on 21st inst.

The Apcar Co.'s s.s. *Gregory* from Yokohama and Kobe, left Kobe this morning, and may be expected here on 15th inst.

The Imperial German Mail s.s. *Prins Ludwig* left Shanghai on 7th inst., at midnight, and may be expected here on 10th inst., at 10 a.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 9th at 12.05 p.m. the depression situated near East of Oshima (N. Loochoos) is becoming deeper. It remains almost stationary.

The depression lying over the Yellow Sea yesterday, appears to have reached the coast to the North of Shanghai.

The barometer has fallen over E. Japan owing to the passage of a depression to the North of Hokkaido.

Pressure remains high over the S. part of the China Sea and the S. Philippines.

Fresh W. and S.W. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.76 inches.

FORECAST.

1.—Hongkong and neighbourhood, W. and S.W. winds, fresh; thunder showers.

2.—Formosa Channel, S.W. winds, fresh.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Changchow, Br. s.s., 1,202, A. Partridge, 6th Aug.—Wakamatsu 30th July, Coal.—B. & S.

Cyclops, Br. s.s., 5,747, H. C. Harris, 7th Aug.—Manila 5th Aug, Gen.—B. & S.

Magallanes, Am. s.s., 1,375, A. Iresbach, 7th Aug.—Manila 3rd Aug, Ballast.—Order.

Borneo, Ger. s.s., 1,344, F. Semblin, 7th Aug.—Sandakan 2nd Aug, Timber and Gen.—M. & Co.

Kueichow, Br. s.s., 1,215, W. B. Brown, 7th Aug.—Tientsin via Swatow 28th July, Gen.—B. & S.

Chenan, Br. s.s., 1,349, J. H. Brown, 7th Aug.—Canton 7th Aug, Gen.—B. & S.

Fritthof, Nor. s.s., 890, O. Andersen, 8th Aug.—Haiphong 3rd Aug, Gen.—Angard, Thoresen & Co.

Machew, Ger. s.s., 996, R. G. Zollner, 8th Aug.—Bangkok 31st July, Rice.—B. & S.

Telemachus, Br. s.s., 1,340, G. Edwards, 8th Aug.—Manila 5th Aug, Ballast.—W. & Fat Sing.

Bulan Maru, Jap. s.s., 1,324, F. Fueno, 8th Aug.—Shanghai via Swatow 1st Aug, Gen.—O. S. K.

Haiyang, Br. s.s., 1,362, A. E. Hodgins, 8th Aug.—Swatow 7th Aug, Gen.—D. L. & Co.

Derawongse, Ger. s.s., 1,057, F. Rabwaldt, 8th Aug.—Bangkok 1st Aug, Gen.—B. & S.

Ambul, Br. s.s., 1,350, J. B. Harris, 8th Aug.—Shanghai 5th Aug, Gen.—B. & S.

Tijlajap, Dut. s.s., 2,475, P. J. von Emmerick, 8th Aug.—Macassar 31st July, Sugar and Gen.—J. C. J. L.

Nanchang, Br. s.s., 1,052, G. J. Spink, 8th Aug.—Canton 7th Aug, Gen.—B. & S.

Kalgan, Br. s.s., 1,143, R. Lewis, 8th Aug.—Canton 7th Aug, Gen.—B. & S.

Germania, Ger. s.s., 1,713, C. Jurgensen, 8th Aug.—Canton 7th Aug, Gen.—J. & Co.

Hangabrig, Br. s.s., 1,356, S. Wilde, 8th Aug.—Canton 7th Aug, Gen.—J. M. & Co.

Carl Diederichsen, Ger. s.s., 1,710, J. Kayser, 9th Aug.—Haiphong 27th July, Gen.—J. & Co.

Karanga, Br. s.s., 4,932, R. Leslie, 9th Aug.—New York 22nd June, and Singapore 3rd Aug, Gen.—S. T. & Co.

Siegan, Br. s.s., 1,047, W. Shane, 9th Aug.—Haiphong 27th July, and Hoihow 8th, Gen.—B. & S.

Hauben, Am. s.s., 1,105, D. F. Avano, 9th Aug.—from Hilo, Sugar.—Captain.

Childs, Nor. s.s., 1,102, H. Nielsen, 9th Aug.—Bangkok via Swatow 8th Aug, Gen.—Kia Tye Long.

Clearances at the Harbour Office.

Germania, for Wakamatsu.
Anhui, for Canton.
Chinkiang, for Amoy.
Hankow, for Amoy.
Tientsin, for Wuchow.
Swatow, for Chiuwan.
Hankow, for Swatow.
Haitai, for Canton.

Departures.

Haikow, for Swatow.
Chowai, for Bangkok.
Kauking, for Haiphong.
Dijin Maru, for Swatow.
Kauking, for Haiphong.
Amoy, for Canton.
Meihow, for Canton.
Luchow, for Canton.
Kueichow, for Canton.

Chenan, for Shanghai.

Sutong, for Chiuwan.

Passengers arrived.

Per *Haiyang*, from Coast Ports—Mr. Brown, and 147 Chinese.

Per *Anhui*, from Shanghai—Dr. Merz, Messrs. Sullivan, Lucy, Madao, Misses Merz and Heise.

Per *Siegan*, from Haiphong, &c.—Lieut. Rabier, Mr. Sug Gui Lui, and 61 Chinese.

Shipping Reports.

Str. *Anhui*, from Shanghai—Fresh monsoon equally.

Str. *Singon*, from Hilo—Fresh S.E. winds overcast weather.

Str. *Telemachus*, from Manila—Fresh S.W. winds and stormy.

Str. *Chingchow*, from Wakamatsu—Fine weather throughout.

Str. *Karanga*, from Singapore—Strong monsoon Arabian sea. China Sea moderate wind and sea.

Str. *Haiyang*, from Coast Ports—Fresh to moderate W.S.W. wind smooth sea and showery overcast sky.

VESSELS IN PORT.

Amigo, Ger. s.s., 882, H. Frandsen, 6th Aug.—Chiao 31st July, Beans—J. & Co.

Arratoun Apar, Br. s.s., 2,931, A. Stewart, 6th Aug.—Calcutta via Penang and Singapore 1st Aug, Gen.—D. S. & Co., Ltd.

Asia, Br. s.s., 2,457, Harry Gaukroger, 6th Aug.—San Francisco 10th July, Hoihow 17th, Yokohama 29th, Kobe 30th, Nagasaki 1st Aug, and Shanghai 4th, Mails and Gen.—P. M. S. S. Co.

Chinkiang, Br. s.s., 1,269, W. W. King, 5th Aug.—Canton 4th Aug, Gen.—B. & S.

Chowai, Ger. s.s., 1,115, W. Muller, 5th Aug.—Bangkok and Hoihow 23rd July, Gen.—B. & S.

Chunyang, Br. s.s., 1,418, W. E. Sauer, 6th Aug.—Canton 5th Aug, Ballast—J. M. & Co.

Coblenz, Ger. s.s., 3,100, H. Raegener, 6th Aug.—Kuchinotzu 2nd Aug, Ballast—M. & Co.

Daijin Maru, Jap. s.s., 899, Y. Kaburaki, 4th Aug.—Swatow 3rd Aug, Gen.—O. S. K.

Derwent, Br. s.s., 1,562, J. Jenkins, 6th Aug.—Saigon 2nd Aug, Gen.—Man Fat & Co.

Dos Hermanos, Am. s.s., 3,500, M. Morales, 6th Aug.—Manila 3rd Aug, Ballast—Jorge & Co.

Empress of Japan, Br. s.s., 3,039, H. Pybus, R.M.S., 5th Aug.—Vancouver 14th July, and Shanghai 2nd Aug, Mails and Gen.—C. P. & Co.

Fochow, Br. s.s., 1,228, Vincent, 2nd Aug.—Cebu and Hilo 29th July, Gen.—B. & S.

Haimup, Br. s.s., 616, J. W. Evans, 6th Aug.—Swatow 5th Aug, Gen.—D. L. & Co.

Heliopolis, Br. s.s., 2,967, J. W. Martin, 6th Aug.—Chin-wang-tao 1st Aug, Ballast—G. L. & Co.

Ischia, Ital. s.s., 2,480, G. Belsito, 5th Aug.—Bombay 18th July, and Singapore 31st, Gen.—C. & Co.

Isobe Maru, Jap. s.s., 1,850, Hyashi, 6th Aug.—Mororoa 25th July, Coal.—M. B. K.

Kaga Maru, Jap. s.s., 601, M. Hagino, 6th Aug.—Seattle via Shanghai 3rd Aug, Coal and Gen.—N. Y. K.

Kailuku Maru, Br. s.s., 1,903, Suda, 15th July.—from Moji, Coal.—M. B. G. K.

Kashio, Br. s.s., 1,142, H. E. Laver, 23rd July.—Karatsu 12th July, Coal.—B. & S.

Luchow, Br. s.s., 1,215, W. B. Brown, 7th Aug.—Haiphong and Hoihow 6th Aug, Gen.—B. & S.

Mandal, Nor. s.s., 1,194, E. Ericksen, 2nd Aug.—Tientsin 21st July, Salt.—Aagaard, Thoresen & Co.

Meefoo, Chi. s.s., 1,339, J. McArthur, 6th Aug.—Shanghai 4th Aug, Gen.—O. M. S. N. Co.

Nord, Nor. s.s., 710, Haraldsen, 31st July.—Saigon 27th July, Rice and Meal.—Aagaard, Thoresen & Co.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 5th Aug.—Bangkok 27th July, and Swatow 4th Aug, Rice.—B. & S.

Sella, Nor. s.s., 2,789, O. Gil, 31st July.—Portland, Ore. 3rd July, Gen.—P. & A. S. Co.

Sorsogon, Am. s.s., 812, J. Mogate, 3rd Aug.—Hilo 19th July, Sugar.—Jorge & Co.

Sui Sang, Br. s.s., 1,770, W. D. Welsh, 16th July.—Palo Laut 15th July, Gen.—J. M. & Co.

Taming, Br. s.s., 1,350, Pennelther, 6th Aug.—Manila 4th Aug, Gen. and Hemp.—B. & S.

Vienoa, Br. s.s., 2,653, M. C. Corrance, 4th Aug.—Newcastle, N.S.W. 14th July, Coal.—B. & Co.

SAILING YVESSEL.

King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosine.—S. O. Co.

Ships Passed The Canal.

16th July—Oldenburg, Sattuma, 20th July—*Anders Richman*, *Invincible*, *Declarer*, *Antares*, *Bulwer*, *Canton*, *Sydney*, *Gluntra*, *Poon*, 23rd July—*Mitani*, *Australis*, *Hansa*, *Dardanus*, *Palma*, *Cathay*, *Kanagawa*, *Maru*, 27th July—*Sado Maru*, *Indrati*, *Semagambis*, *P. R. Luitpold*, *Schuyllkill*, 30th July—*Hirano Maru*, *Namur*, *Machao*, *Miyasaki*, *Maru*, *Socotra*, *Nile*, *Touren*, 3rd August—*Artyanax*, *Austria*, *Bellisophon*, *Banvinnu*, *Dindighira*, *Menelaus*, *Atholi*, *Glamorgan*, *shira*, 6th August—*Derfflinger*, *Conidm*, *Polynesian*, *Hakata Maru*, *Tyden*.

Arrivals at Hono—16th July—*Glenlogan*, 19th July—*Samali*, 20th July—*Lafayette*, *Silla*, (Ger.) *China*, (Am.) *Moyana*, *Ogach*, *Wakasa Maru*, 23rd July—*Phaen*, *Bridge*, *ota*, 26th July—*Paluma*, 27th July—*Sydney*, *Ida*, 28th July—*Oldenburg*, 30th July—*Antares*, 31st August—*Dardanus*, *Prins Regent*, *Luitpold*, *Sado Maru*, *Canton*, *Sydney*, *Poon*, 6th August—*Hirano Maru*, *Touren*, *Glenlogan*.

Steamers Expected.

Vessels	From	Agents	Due
Buelow	Singapore	M. & Co.	Aug. 10
Yoshi Maru	Singapore	M. & Co.	Aug. 10
Prins Ludwig	Shanghai	M. & Co.	Aug. 10
Borneo	Singapore	P. & O. Co.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 16
Fooksang	Calcutta	J. M. & Co.	Aug. 19
P. Waldemar	Sydney	M. & Co.	Aug. 20
Mongolia	Japan	M. & Co.	Aug. 21
Emp. of China	Vancouver	C. P. R. Co.	Sept. 1

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Vessels	At Kowloon Dock	At Whampoa Dock
H.M.S. <i>Janus</i>	"	"
H.M.S. <i>Tamar</i>	"	"
Butan	"	"
Suisang	"	"
Chunyang	"	"
Persia	"	"
Aldeham	"	"

TAIKOO DOCKS.

Fookchow—At Quarry Bay Docks.

CHINA COAST METEOROLOGICAL REGISTER.

August 6th, 1900, a.m.

Bar. Th. Hu. Wind Wt.

Vladivostok 7 a.m. 29.97 — 5 —

Nemuro 6 a.m. 29.97 — 5 —

Hakodate 6 a.m. 29.93 — 0 —

Tokio 6 a.m. 29.91 — 0 —

Kobe 6 a.m. 29.60 — NE 2 —

Nagasaki 6 a.m. 29.52 — N 6 —

Kagoshima 6 a.m. 29.49 — NW 6 —

Oshima 6 a.m. 29.49 — N 2 —

Naha 6 a.m. 29.66 — NE 6 —

Ishigakiima 6 a.m. 29.76 — W 2 —

Bonin Is. 6 a.m. 29.84 76 95 — NW 1 b

Chaofo 6 a.m. 29.84 76 95 — NW 1 b

Chaofo 6 a.m. 29.84 76 95 — NW 1 b

Hankow 6 a.m. 29.84 76 95 — NW 1 b

Kinkiang 6 a.m. 29.84 76 95 — NW 1 b

Shanghai 6 a.m. 29.84 76 95 — NW 1 b

Gutiaf 6 a.m. 29.84 76 95 — NW 1 b

Sharp Peak 6 a.m. 29.84 76 95 — NW 1 b

Amoy 6 a.m. 29.84 76 95 — NW 1 b

Swatow 6 a.m. 29.84 76 95 — NW 1 b

Taiboku 6 a.m. 29.84 76 95 — NW 1 b

Falchu 6 a.m. 29.84 76 95 — NW 1 b

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADONK & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000	\$2,006,234	{Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.234	41 % \$1.025 buyers London 295.5/-
National Bank of China, Limited	99,925	£7	£8	{ £4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	... \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$50	\$50	{ \$1,500,000 \$12,750 \$12,750 \$12,750 \$12,750	none	\$14 for 1907	74 % \$190 sales
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 150,000 Tls. 303,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	54 % Tls. 120 sales
Union Insurance Society of Canton, Limited	12,400	\$50	\$100	{ \$1,000,000 \$109,248 \$109,248 \$109,248 \$109,248	\$2,464,911	{Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	54 % \$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$84,415 \$100,000 \$100,000	\$7-7,637	\$12 and bonus \$3 for 1907	74 % \$235
FIRE INSURANCES.							
China Fire Insurance Company, Limited	5,000	\$100	\$20	{ \$1,000,000 \$18,663 \$18,663	\$375,341	\$6 and bonus \$2 for 1907	74 % \$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$50	\$50	{ \$1,000,000 \$18,663 \$18,663	\$58,711	\$27 for 1907	8 % \$345 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,638 \$264,638	\$1,085	\$1 for 1906	... \$10 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	{ \$264,638 \$264,638 \$264,638	NIL	24 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$7,000 \$264,638 \$264,638	\$20,279	Final of 14 making \$24 for 1908	74 % \$33 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000	£13,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	... \$60 sellers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000	£13,755	{Final of 2/- for 1908 and interim of 1/- for 1/10 1909	... 70/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £10,000 £10,000 £10,000	£68,817	{£1.00 for year ending 10.4.1909	4 % \$26 sa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ £10,000 £10,000 £10,000	\$3,121	{£0.50 for year ending 10.4.1909	3 1/2 % \$151 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$16,848 \$16,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$140
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$16,848 \$16,848	Dr. \$15,812	\$3 for 1907	... \$18 sa. and b.
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,000,000 \$16,848 \$16,848	Tls. 9,173	Tls. 34 for year ending 31.8.08	... Tls. 270 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,289 £12,289	£11,556	{Interim of 1/6 (coupon No. 12) for year ending 30.2.09	7 % Tls. 18.20 s.
Rioh Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £12,289 £12,289	Dr. £4,191	No. 12 of 1/- = 48 cents	... \$8 sellers
DOCKS, WHARVES & GODOWNS.							
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,500,000 \$26,800 \$26,800	Dr. \$7,421	\$1.75 for year ending 31.12.06	... \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,500,000 \$26,800 \$26,800	\$10,102	Final of \$14 making \$34 for 1907	... \$60 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,500,000 \$26,800 \$26,800	\$387,278	Final of \$4 making \$8 for 1908	12 1/2 % \$61
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$1,500,000 \$26,800 \$26,800	Tls. 6,16	Final of Tls. 24 for year ending 31.4.09	6 1/2 % Tls. 781 sellers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ \$1,500,000 \$26,800 \$26,800	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 148 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 35,000 \$1,000 \$1,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	14 % Tls. 104 b.
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$64,975 \$64,975	\$24,614	\$1.20 on old and 50 cents on first new issue	... \$19
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$1,000 \$64,975 \$64,975	\$895	Final of \$3 making \$6 for 1908	... \$74 ex n.f. b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000 \$64,975 \$64,975	\$26,475	Interim of 34 for account 1909	... \$44 b. new
Humphrys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000 \$64,975 \$64,975	\$5,486	60 cents for 1908	6 1/2 % \$91 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000 \$64,975 \$64,975	\$278	\$14 for 1908	5 % \$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 300,000 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 118 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 1,523,045 Tls. 300,000 Tls. 300,000	\$1,968	Interim of \$2 for account 1909	8 1/2 % \$44 ex div.
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 Tls. 45,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 45,939 Tls. 45,939	\$9,553	50 cents for year ending 31.7.08	6 % \$8 sellers
Institutional Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 8,372 Tls. 8,372	Tls. 8,372	Tls. 6 for year ending 31.9.06 (8%)	... Tls. 891
Leong-kong-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 175,000 Tls. 8,372 Tls. 8,372	Tls. 4,829	Tls. 4 for 1908	... Tls. 108 buyers
Soy Choo Cotton Spinning Company, Limited	4,000	Tls. 500	Tls. 500	{ Tls. 175,000 Tls. 8,372 Tls. 8,372	Tls. 15,911	Tls. 50 for 1906	... Tls. 407 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £40,000 £40,000	£448	1/10 per share for 1907 = £1.037	10 % \$101
China-Borneo Company, Limited	60,000	\$25	\$25	{ £1,500 £40,000 £40,000	NIL	\$1.20 ex 1908	8 % \$134
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$61,138	50 cents for year ended 31.2.06	8 1/2 % \$670 sellers
China Provident Loan & Mortgage Company, Ltd.	155,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$3,407	80 cents for 1908	7 1/2 % \$101 sales
Dairy-Farm Company, Limited	40,000	\$7 1/2	\$6	{ £1,500 £40,000 £40,000	\$18	\$1.30 for year ending 31.7.08	7 1/2 % \$17
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$3,750	Final of 33 cents making 90 cents for 1908	10 % \$17
H. Price & Company, Limited	12,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$3,750	80 cents for year ending 31.12.08	8 % \$17
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.7.09	6 % \$105 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £1,500 £40,000 £40,000	\$7,516	Final of \$15 per share making \$19 for 1908	12 1/2 % \$105 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$8,790	Interim of \$1 for account 1909	8 1/2 % \$14 sellers
Maatschappij tot Mijl., Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 63,914 Tls. 63,914	Tls. 116,612	2nd Quarterly div. of Tls. 124 for account 1909	4 % Tls. 995 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	{ Tls. 547,500 Tls. 63,914 Tls. 63,914	Tls. 116,612	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$14 sales
Peak Tramways Company (new)	50,000	\$10	\$10	{ Tls. 547,500 Tls. 63,914 Tls. 63,914	\$2,304	None	3 % \$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 547,500 Tls. 63,914 Tls. 63,914	£18,540	None	... Tls. 143 b.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % \$23 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	Dr. \$56,602	None	8 % \$4 buyers
Steam Laundry Company, Limited	30,000	\$5	\$5	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	\$172	40 cents for year ending 31.5.08	5 % \$11 sales
Union Waterboat Company, Limited	10,000	\$10	\$10	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	\$1,360	60 cents for year ending 31.12.08	6 1/2 % \$11 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	\$2,613	80 cents on 9,900 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 % \$2.70
Watson, (A. S.) & Co., Limited	91,000	£10	£10	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	\$2,613	Final of 30 cts. for 1908	6 1/2 % \$4 sellers
William Powell, Limited	11,000	\$7	\$7	{ Tls. 24,830 Tls. 75,000 Tls. 75,000	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	... \$7.10/-
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,800	£1	£1	{ £1,500 £40,000 £40,000	none	30 % = 6/- per share for year 1908	... £7.10/-
Do. (partly paid)	103,500	£1	£1	{ £1,500 £40,000 £40,000	none	25 % for year ending 31.3.09	... £7.10/-
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ £1,500 £40,000 £40,000	\$7.4	None	... £7.10/-
Gastfield Rubber Estate, Limited (fully paid)	6,000	£1	£1	{ £1,500 £40,000 £40,000	none	None	... £7.10/-
Do. (contributory)	24,000	£1	£1	{ £1,500 £40,000 £40,000	none	None	... £7.10/-
Highland & Lowland Para Rubber Co. (fully paid)	181,404	£1	£1	{ £1,500 £40,000 £40,000	£8,784	None	... £7.10/-
Do. (contributory)	123,546	£1	£1	{ £1,500 £40,000 £40,000	none	None	... £7.10/-
Kuala Lumpur Rubber Co., Limited	8,000	£1	£1	{ £1,500 £40,000 £40,000	£1,820	3 % for year ending 30.6.08	... £7.10/-
Linggi Plantations, Limited (ordinary)	97,000	£1	£1	{ £1,500 £40,000 £40,000	none	60 % for year 1908	... £7.10/-
Do. (7% pref.)	10,000	£1	£1	{ £1,500 £40,000 £40,000	none	7 % for year 1908	... £7.10/-
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ £1,500 £40,000 £40,000	none	15 % for year ending 31.12.08	... £7.10/-
Do. (8% pref.)	2,500	\$10	\$10	{ £1,500 £40,000 £40,000	none	None	... £7.10/-
Ledbury Rubber Estates Limited	62,000	£1	£1	{ £1,500 £40,000 £40,000	none	None	... £7.10/-
Do. (contributory)	40,000	£1	£1	{ £1,500 £40,000 £40,000	none	None	... £7.10/-

* These shares are entitled to half of the profits.

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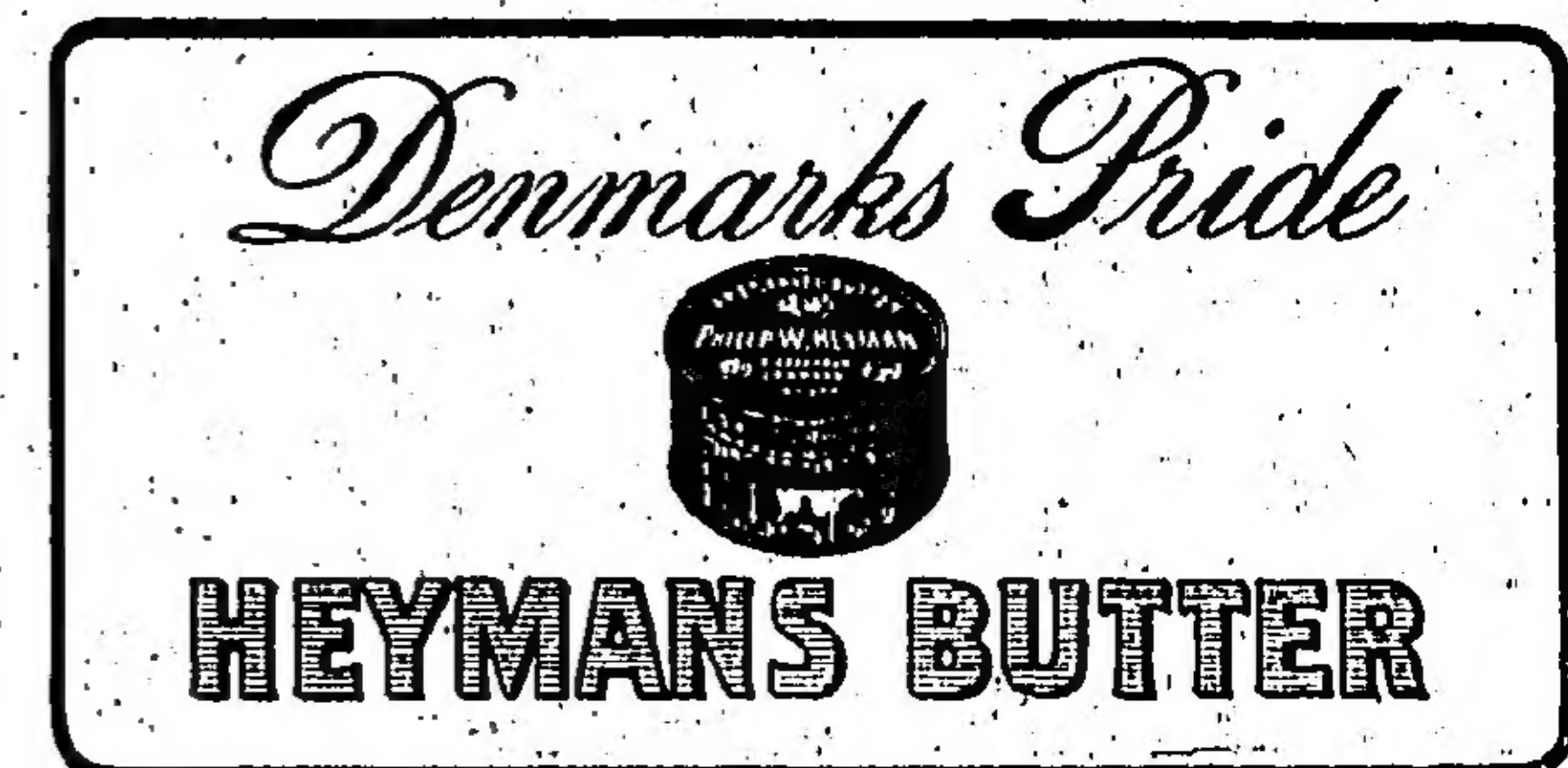
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